

THE GOVERNMENT AND THE
SANITARY BOARD'S RECOM-
MENDATIONS.

The following is the statement prepared at the request of Mr. Edward Osborne, by the Medical Officer of Health and the Secretary of the Sanitary Board, showing the recommendations which the Board and its officers have made during the past ten years in respect of additional markets, public latrines and urinals, and how far such recommendations have been carried out:—

MARKETS.

RECOMMENDATIONS.
Extension of Shauki-
wan Market.
1895.—It was resolved by the Board on 7th November:—"That the plans now before the Board be adopted and that a letter be addressed to the Hon. Colonial Secretary recommending that His Excellency the Governor will be pleased to approve of early steps being taken to carry out these necessary works."

1897.—It was resolved by the Board on 30th September:—"That a letter be addressed to the Colonial Secretary advising that a temporary structure, as suggested by the Secretary, be erected by the Public Works Department as specifically as possible."

1899.—It was resolved by the Board on 2nd February:—"That the attention of the Government be directed to the following points raised in the report of the Colonial Veterinary Surgeon for the year 1898:—
(d.) The necessity for additional stalls at the Shaukiwan Market."

1897.—It was resolved by the Board on 22nd April:—"That in the opinion of the Board (a) improved and extended market accommodation is urgently required in the vicinity of the Western and Saiyungpoo Markets."

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accommodation for the public, who at present are in the habit of using the latrine in the market, a purpose for which the latter was not intended."

Latrine at Leighton's Hill.

1896.—It was resolved by the Board on 10th October:—"That a letter be addressed to the Colonial Secretary requesting that a latrine of 12 seats be erected at as early a date as practicable in the immediate vicinity of the existing small latrine near Leighton's Hill Road."

Latrine at Shek Tong.

1896.—It was resolved by the Board on 5th November:—"That a letter be addressed to the Colonial Secretary requesting that a latrine of 20 seats be erected at as early a date as practicable in the immediate vicinity of the existing dilapidated structure adjoining the site of the old Slaughter-house." (S. B. Letter of 21st January, 1898).

Latrine at Apichien.

1896.—It was resolved by the Board on 19th November:—"That the report (concerning the need for a properly constructed public latrine at Apichien in lieu of a dilapidated structure now existing there) be forwarded to the Colonial Secretary, and that at the same time it be urged how necessary it is in the interest of the public health, that the construction of a public latrine in suitable localities be proceeded with at as early a date as is practicable."

Latrine at Kowloon Point.

1896.—It was resolved by the Board on 17th December:—"That a letter be addressed to the Colonial Secretary pointing out the desirability of erecting at as early a date as possible a few public latrines at Kowloon Point."

Latrine at Ship Street.

S. B. Letter of November 10th, 1897. Urinal in neighbourhood of Praya Reclamation Office.

1897.—It was resolved by the Board on 10th December:—"That the correspondence (having reference to the need for a public urinal in lieu of the one adjoining the Praya Reclamation Office) be transmitted to the Colonial Secretary, with a recommendation that he be referred to the Director of Public Works to select a suitable site for the urinal; and (2) That in the opinion of the Board an underground urinal is most suitable for a public convenience of this nature in this part of the City." (S. B. Letter No. 185 of December 18th, 1897).

1898.—It was resolved by the Board on 19th May:—"That the attention of the Government be invited to the representations made by the Sanitary Board in 1895 and following years, and this Board begs that provision be made in the Estimates for 1899 for at least two public latrines in the City, and that vote be taken annually for this service until the wants of the City in this respect are fully met."

1893.—It was resolved by the Board on 22nd September:—"That a copy of the report of the Medical Officer of Health be forwarded to the Government, together with a request that if the Government cannot see their way to erect more than two additional public latrines next year, these two should be erected at Leighton's Hill Road and Sookpoo instead of at Leighton's Hill Road and Kennedy Town as recommended in C. S. O. 1436/1898."

1899.—It was resolved by the Board on 19th April:—"That the Government be asked whether the work under this head (additional free public latrines) provided for at page 47 of the Estimates 'Item 12, two public latrines, \$5000,' is being carried out; and that the Government be asked to erect a brick urinal with not less than six recesses in the immediate neighbourhood of the Canton Wharf."

1901.—It was resolved by the Board on 6th February:—"That the Board recommend the Government to erect a brick urinal with not less than six recesses in the immediate neighbourhood of the Canton Wharf."

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One of 6 seats completed in 1899.

One of 40 seats completed, 1901.

Completed.

A 20 seat latrine built.

An underground urinal was considered by the D. P. W. to be impracticable.

One completed (6 seats) at Leighton's Hill, as already stated.

Minute by D. P. W. in C. S. O. 1098, 1899.

"This being one of the votes which, by order of the Secretary of State, has to stand over."

A latrine of six seats attached to the old Slaughter-house at West Point left standing as a public latrine.

Latrine at junction of Poon Lane and Tai-pingshan Street.

1899.—It was resolved by the Board on 30th June:—"Latrine.—That the Board specify two sites, namely the junction of Poon Lane and Tai-pingshan Street for forty persons, and one at the bank of the Harbour Office for sixty persons, in accordance with the provisions of Section 3 of Ordinance 8 of 1897."

Latrine at Sookpoo (extension).

S. B. resolution of 20th July, 1899 (approved in C. S. O. 1436/98).

1899.—It was resolved by the Board on July 20th:—"That the Sanitary Board inform the Government in accordance with Section 3 of Ordinance 8 of 1897 that it desires the erection of four public latrines on the sites named hereafter:—
(1) At the corner of Queen's Road West and Belcher's Lane East.

(2) At the junction of Shing Wan Street and Church Street (No. 40 Gough Street).

(3) At junction of Poon Lane and Tai-pingshan Street.

(4) On the Praya Reclamation near the junction of Wing Lok Street with Praya Central."

1899.—It was resolved by the Board on 9th November:—"That the Board recommend the erection of a public latrine with 40 seats on a corner lot of Crown land in Tai-pingshan bounded on the west by Tank Lane and on the east by Poon Lane."

1900.—It was resolved by the Board on 13th January:—"That the public urinal situated on the western boundary of the Hongkong Cricket Club Ground, which at present is an antiquated, insanitary, and obnoxious nuisance, be removed to a spot further westward and to the north of the City Hall."

1900.—It was resolved by the Board on May 10th:—"That the report (for the Medical Officer of Health) to the Government, special attention be drawn to that written by the Medical Officer of Health on page 2 under the heading—'Public Urinals.'"

1900.—It was resolved by the Board on 5th July:—"That the Board recommend the Government to make provision in the Estimates for 1901 for the following urgent sanitary works:—
(1) Eight public urinals on the sites recommended by the Board in C. S. O. 1271/00.
(2) Four additional public latrines." S. B. letters of 10th June, 1896, 26th November, 1896, and 15th June, 1901.

Latrine at Corner of Western Street and Second Street.

1900.—It was resolved by the Board on 19th July:—"That the Sanitary Board be recommended to publish in the Gazette in English and Chinese in accordance with Ordinance 3 of 1897 the following sites upon which it is intended to erect public latrines:—
(1) On the North side of a portion of Crown land situated at the corner of Western Street and Second Street, 40 seats.
(2) On a portion of Crown land situated at the East end of Wing Wan Street, 20 seats.
(3) On a portion of Crown land in the village of Tai Hing at the corner of Poon Lane and Sheppard Street, 40 seats.
(4) On a portion of Crown land adjoining Kennedy Street, Yau-mat, and lying to the north of K. L. L. 1085, 40 seats."

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This site was objected to by the Police. A latrine erected in Tank Lane in 1900 in lieu thereof. The Harbour Office also objected to, and a latrine erected in Wing Lok Street in 1900 in lieu thereof.

Nearly completed (40 seats in all).

Completed.

Completed.

Abandoned on account of opposition.

Completed.

Completed (34 seats).

(Vide remarks in connection with 'Urinal in neighbourhood of Praya Reclamation Office.')"

\$5,000 for additional urinals and \$12,000 for additional latrines provided in the Estimates for 1901. One latrine in course of construction with urinal accommodation included, two others with similar accommodation about to be undertaken and contracts being prepared for three structures containing urinals only.

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and that the small iron urinal be removed." 1901.—The Board agreed to recommend on 13th June that provision be made in the Estimates for 1902 for ten urinals and four latrines.

SPORTING AND OTHER NOTES.

I hear it has been suggested that the Race Club should take in a stretch of ground parallel with the road along the (North) East end of the Recreation Ground so as to make a better course for the 1 mile races. A very excellent suggestion it is, and I hope the Committee of the Race Club will take it up and carry it through. As all race goers know, the start here for the 1 mile is all on the turn and is just about as bad a place for a starting post as could be found; in fact it is quite impossible to get a fair start there, and no trouble should be spared in making a change for the better. In taking in the stretch of ground referred to, no other games would be interfered with and all the Race Club have to do is to level a track from the dressing shed of the Football Club to join the course. The length of the Recreation Ground is about a furlong, and with the additional 30 yards or so from the Recreation Ground to the course the 1 mile can be got in comfortably. This will give the Club about as good a 1 mile course as they could wish for.

With so many waters in the Colony, would it not be possible to include a jumping competition in the next Gymkhana? Every one likes to see horses jump; men who have a bit at all their lives will turn round to see a horse take a fence. Many of these ponies will be found to be natural jumpers, and a pony measuring 14.2 is quite capable of jumping anything if it's a good one. Father O'Flynn, who won the Grand National, was only 15 hands. It would be quite feasible to put a swing gate on the exercising ring, a flight of rails, with a loose top bar, a flight of bushes and hurdles, and a wall composed of wooden blocks could easily be put up and removed. The objection may be raised that the ground is too hard to jump, but these ponies come from a country where all the jump races are run on ground like iron, and it is very seldom they ever break down. It is difficult to explain, but for some reason or other their legs and feet are far better than English horses. Such a competition would be an excellent test for the riders, and I think would be appreciated by every one.

The Report and Accounts of the Cricket Club are out, and I think the Accounts might be made a little clearer by putting some of the items under distinct headings and working with columns instead of one. A few more details too might be given in some cases, so that members may see at a glance how the money is spent. For example:—

Refreshments.
Tiffin ?? \$754.70
Tea and Cake ?? 100. \$854.70

Cricket.
Cost of gear \$658.38
Loss unused stock on hand ?? 200 458.38

There is not much to be said about the accounts except that the item "Refreshments," \$854.70, is a heavy expenditure against receipts for entrance fees and subscriptions of \$4,460. I take it that the tea and cake supplied to the fair sex does not amount to more than \$100, which leaves \$754.70 for tiffin. Great Scott! \$754.70 for tiffin! If the greater part of this sum had been saved for 10 years it would have gone a long way towards paying for a much needed new pavilion. It is all very well to entertain a visiting team, but to give free tiffin at the ordinary pick-up matches is placing a greater strain on the Club's resources than they can well stand—especially now when every dollar is wanted to put up a pavilion adequate to the size and requirements of the Club.

I wonder when "Ping Pong" will "catch on" in the Colony. The reason that it has not done so up to date is probably due to the fact that there has been a difficulty in obtaining the game, but I understand that Messrs. Kelly and Wally have sent home some time since for a consignment of boxes. I have no doubt that when once people are able to obtain the game they will be as ping pong mad as they are or were a short time ago at home in all kinds of society. It is a good game and one in which ladies can compete on equal terms with men; it requires a keen eye and a delicate touch. For the information of those who may not yet have seen the game played, I suggest that the table should be from 3 feet to 9 feet long and the breadth anything from 4 feet to 5 feet; if played at night an overhead light is desirable.

Those of our friends at home who were fortunate enough to journey to Sandown to witness the Eclipse Stakes, saw probably a finish which was unique in the annals of racing. The winner, *Epsom Lad*, owned by Mr. Kincaid and purchased from Lord Rosebery for 1,050 sovereigns, was ridden by the South American jockey Gomez, and so fast did he travel that in the last part of the journey "he galloped out of his saddle" and his jockey rode a bare-backed finish and won by a head, keeping his saddle on the horse's back with his right hand—a truly wonderful performance. Jockeys of the present day seem to be able to dispense with saddles altogether, and the old-time idea of sitting down to ride is quite out of date so far as flat racing is concerned.

VETERAN

REWARE
of the Party offering imitations of
MACNIVEN & CAMERON'S PENS.
"They come as a boon and a blessing to men,
The Pickwick, the Owl, and the Waverley Pen."
Sold at all Stationers.
MACNIVEN & CAMERON, Ltd., Waverley Works
Edinburgh. [1893-

TO LET.

TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, **DES VEAUX ROAD CENTRAL**, next to A. Tack's Furniture Store. Ground floors suitable for shops. Upper floors have plastered ceilings and walls, and are very suitable for offices.

Apply to—
J. S. LEE & CO.
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 7th August, 1901. [1869]

TO LET.

N.O. 26, WYNDHAM STREET.
Apply to—
C. F. DE CARVALHO.
Hongkong, 31st August, 1901. [2220]

TO LET.

1ST, 2ND, and 3RD FLOORS of No. 35, **QUEEN'S ROAD CENTRAL**, next to Messrs. LANE, CRANFORD & Co., now nearing completion. Suitable for offices.

Apply to—
WING CHEONG.
Nos. 1 & 3, D'Aguilar Street.
Hongkong, 31st August, 1901. [2218]

TO LET AT KOWLOON.

From 1st October.

HOUSES Nos. 9 & 11, **SALISBURY AVENUE**, furnished or unfurnished. Very healthy locality.

Rent and Taxes \$44.80.
Apply to—
OCCUPIERS OF THE HOUSES.
Hongkong, 31st August, 1901. [2218]

TO LET.

POSSESSION from September. "THE CASTLE" on **CASTLE ROAD**.
Apply to—
No. 5, SEYMOUR TERRACE.
Hongkong, 30th August, 1901. [2210]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE.
298, Des Vaux Road Central.
Hongkong, 16th August, 1901. [2084]

TO LET.

N.O. 11, BELILIOS TERRACE, Possession from 1st September.
Apply to—
M. T.
Care of Office of this Paper.
Hongkong, 30th August, 1901. [2208]

TO LET.

N.O. 1, EDWARD TERRACE, the **THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 17th July, 1901. [1739]

TO LET.

GODOWN, No. 5A, DUDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1682]

TO LET.

THE GODOWN in West Point (Kennedy Town) known as "Fathor Factory," now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—
LAURENCE WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD.
Apply to—
T. EDWARDS.
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

46, FERNSIDE, No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN.
Care of Thomas's Grill Room.
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LOVE, COURTSHIP, AND MARRIAGE.

BY REV. E. J. HARDY

(Author of "How to be Happy Though Married," &c.).

III. CHOICE IN MARRIAGE.

An old countryman said to another, "If everybody had been of my mind, everybody would have wanted to marry my old woman." His friend reassured him by saying:—"If everybody had been of my mind no one would have wanted to marry your old woman." So it is that each eye forms its own ideal of beauty, which is a capital arrangement for some of us who otherwise might never have got married at all.

Judging from the apparently unattractive women who are married it would seem that every girl except perhaps the very new and up-to-date woman is somebody's ideal. A young man said to his chum, "The fortunate girl who gets me must have three qualifications. She must be handsome, rich and a fool." "Why all that?" asked the friend. "Well, she must be handsome and rich or else I won't have her; she must be a fool or else she won't have me." Even such a difficult ideal as this is sometimes realized.

BURNS ON A GOOD WIFE'S QUALITIES.
The poet Burns, speaking of the qualities of a good wife, divided them into ten parts. Four of these he gave to good temper, two to good sense, one to wit, one to beauty; and the other two parts he divided amongst the other qualities belonging to or attending on a wife—such as fortune, connections, education, family, blood, &c. It is quite right to attach this much importance to temper when choosing a wife. Sir David Baird and other British officers were taken prisoners by Tipu Saib and confined in his dungeons at Bangalore. The old mother of Sir David, when she heard the news in Scotland, referring to the way prisoners were secured in those days, and also to the well-known temper of her son, exclaimed, "God pity the liddle that's tied to our Davie!" It is indeed an unfortunate thing for any man to be tied by the knot matrimonial to a woman with a bad temper. Burns was also right to put good sense before beauty, for though a man may not miss brains in a flaxen-haired, regularly-featured doll in courtship days, when he is being well plied with flattery, he will before many months of married life pass learn that a foolish woman is her husband's "continual disgrace," and that there is "nothing more fulsome than a she-fool." Some one said to Dr. Johnson that it would be a privilege to be near a certain good and worthy but foolish woman in Heaven. "I would never like to be near a fool anywhere," roared the Doctor.

As to the age a candidate-wife should be, I am not going to burn my fingers with that question. All I shall say is, if there are women not worth looking at after thirty years of age there are quite as many not worth speaking to before it. Please yourself, only do not marry either a child or an old woman.

Still beauty is by no means to be overlooked (as if we could overlook it!) in the choice matrimonial, for it is the outward and visible sign of health. A rounded figure, bright, laughing eyes, a clear complexion—these things, even if they were not good in themselves, are valuable because they show that the possessor is one who will be likely to have happy, healthy children. If you marry a dwarf, you will probably beget pygmies, and the children of parents with hereditary disease may be said to be damned into this world.

Herbert Spencer says that the foundation of all success in life is to be a good animal, and if it will not appear too unromantic to say so I would suggest that happiness in marriage depends not a little upon good animal health. If a young man is always ailing he cannot support his home as he ought to; and if a woman suffers, or thinks that she does, from a chronic sofa disease—well, poor thing, she may do something to manage her home from her mattress-grave, but she must feel that she mistook her calling when she became a wife. But how, it may be asked, is the pining lover to know about the temper or other qualifications of one with whom he is thinking of wedding? Before marriage a girl talks with her eyes, afterwards with her tongue. She can appear all that is charming during a lover's visits, and then become so different after marriage that her husband feels that, like Jacob, he has counted on a woman and married an ass.

We know the old conundrum: "Why are ladies bells? Because you never know what metal they are made of until you ring them." A friend of Robert Hall, the famous preacher, once asked him if a certain lady of their acquaintance would make a good wife for him. "Well," replied Hall, "I can hardly say—I never lived with her!"

"FURNITURE" WAVES.

In reference to marriage, perhaps the word choosing implies too much calculation and deliberation. In this matter, more than in most others, "we do not will according to our reason, we reason according to our will." But reason may have at least a negative influence. If our hearts tell us when we should marry, our heads may point out those with whom it is not expedient to wed. "But, is not marriage all a lottery?" it is asked. We think not. When a young man obeys his healthy instincts and marries the young woman whom in his own interest, and in the interest of the human race nature designed for him, marriage cannot be called a lottery. If Darwin had been asked, "Is marriage a lottery?" he would have answered, "It is a sexual selection and natural selection, and by no means the haphazard thing we understand by a lottery." Choosing a life partner is such an individual matter that it should be left almost entirely to the one who has

to live with the person chosen. In many cases marriage is a failure because people do not marry to please themselves, but to please others, to please fashion. Men are ambitious of having what Charles Lamb called "furniture wives." "Men marry," he says, "for fortune, and sometimes to please their fancy; but much oftener than is suspected they consider what the world will say of it: how such a woman in their friends' eyes will look at the head of a table. Hence we see so many inept beautiful wives, of that could not have struck the particular fancy of any man that had any fancy at all; as many buy furniture and pictures, because they suit this or that niche in their dining-rooms. These I call furniture wives. Your universally cried up beauties are the very last choice which a man of taste would make. What pleases all cannot have that individual charm which makes this or that countenance engaging to you, and to you only—perhaps you know not why." The idea of the great electrician, Edison, marrying was first suggested by an intimate friend, who said that he needed a mistress to preside over the many servants in his large house. Although a very shy man Edison seemed pleased with the proposition, and timidly enquired whom he should marry. The friend somewhat testily, replied "Anyone"—that a man with so little sentiment as to ask such a question ought to be satisfied with anything that was a petticoat and was decent. Well, the man who follows such careless advice and marries "anyone," for what was said by the fox to the sick lion might be said with equal truth of Hyacinth: "I notice that there are many prints of feet entering your cave, but I see no trace of any returning." Well, does old Robert Burton say, "If, as Plutarch advises, one must out of a basket of salt with him before he chooses a friend, what care should be had in choosing a wife—his second self! How solicitous should he be to know her qualities and behaviour. And, when he is assured of them, not to prefer birth, fortune, beauty, before bringing up and good conduct."

WHO SHOULD A GIRL REFUSE?
Choice in matrimony does not as a rule come from the female side. A refined girl will not take the initiative, but she has the responsibility of refusing those who are ineligible. On what principle should this be done? First of all, we would say, that however handsome and agreeable a man may be, he should not be thought of as a husband if his character does not commend itself to the father and brothers of the girl. An magistrate asked a prisoner if he were married. "No," replied the man. "Oh, then," said his Worship, "it is a good thing for your wife." It is indeed a good thing for a woman not to have to live with a thief, with a thief, with a drunkard, for twenty, or forty, or even sixty years. A lady man will make but a weak bed or support for a woman's house: so will one deficient in fortitude—that is, the power to bear pain and trouble without whining. Beware of the selfish man, for though he may be drawn out of his selfishness in the early weeks of courtship, he will settle back into it again when the wear and worry of life come on.

To be happy in marriage, it is necessary to marry a gentleman in the proper sense of the word, that is to say, one who is generous and unselfish, who considers another's happiness and welfare, and not merely his own. A man who is a bear to his sisters, disrespectful to his mother, and careless of the feelings of servants and poor relations, is just the man to avoid when you come to the great question to be answered, yes or no.

A "duck of a man" generally makes a grove of a husband, so it is wise to choose for a husband one with lasting qualities of heart and character. We would not state a truth so obvious were it not that some women say that they like a man to be a little bit of a rake, just a small garden one. If he is not all he ought to be before marriage he is sure to reform after it, and so they marry in a sort of missionary spirit, hoping to turn him from the error of his ways. This is not a wise thing to do, for people's characters do not as a rule alter much after thirty years of age, and if a man has a bad character it is far more likely that he will improve his wife off the earth by bad treatment rather than that she will much alter him. The poor-houses are full of women who thought that they could reform their husbands. A husband need not be handsome, but he should be good looking, in the sense of looking good morally and physically. It is a risk to marry one in whose face the ten commandments are conspicuous by their absence.

"When I see a man," says Addison, "with a sour, rivelled face, I cannot forbear pitying his wife; and I meet with an open, ingenuous countenance, I think of the happiness of his friends, his family and his relations." We need hardly say, however, that we do not recommend a professional beauty who thinks that he is a lady killer. Why should you have the trouble of keeping a husband for the exclusive benefit of other women? "When I marry," said a budding schoolgirl, "I will want a fine, tall, broad, handsome man that everybody will admire." "There's where you are wrong," said her elder and more experienced sister. "You'd have much less trouble in watching a less good-looking man, and would enjoy a great deal more of his society." Never to marry a good-looking man, and would enjoy a great deal more of his society. Never to marry a good-looking man, and would enjoy a great deal more of his society.

As the supply of geniuses is very limited this advice may seem superfluous. It is not so, however, for there is enough and to spare of men who think that they are geniuses, and that as such they feel at liberty to be bad tempered, and otherwise disagreeable. These are generally only sons of fond but foolish mothers, who have persuaded them that they are not-made-of common clay, and that the girls who get them will be blessed. From such a blessing young women should pray to be delivered. "And while thou livest, dear Kate," says one of Shakespeare's mouthpieces, "take a fellow of plain and uncoined constancy; for he performs must do it right, because he hath not the gift to woo in other places; for these fellows of infinite tongue, that can rhyme themselves into ladies' favours, they do always reason themselves

out again. What! a speaker is but a prater; a rhyme is but a ballad. A good-log-will fall, a straight back will stoop, a black beard will turn white, a curled pate will grow bald, a fair face will wither, a full eye will wax hollow, but a good heart, Kate, is the sun and the moon; or rather the sun and not the moon; for it shines bright, and never changes, but keeps his course truly."

THE AGE A HUSBAND SHOULD BE.
As to the age a husband should be, we need say little about this, because men differ so much. Some are more fitted to take upon themselves the responsibilities of marriage at twenty-five years of age than others are at thirty-five. It is not natural for a young girl to wish to marry an old man. A father once said to his daughter: "When you marry I will not allow you to throw yourself away on one of the giddy, frivolous young fellows I see about. I shall select for you a staid, sensible, middle-aged man. What do you say to one about fifty years of age?" "Well, father," was the ingenuous reply, "if it is quite the same to you I would prefer two of twenty-five." Just so, but we think that boy husbands are a mistake. They never know what they are pleased to call their minds, and it is not easy to discover from day to day what they are going to do, or into what they are going to grow. Then a man is not able to appreciate a good woman until he comes to years of discretion.

There are hearts all the better for keeping; they become mellow and more worthy a woman's acceptance than the crude, unripe things that are sometimes gathered—like children gather green fruit—to the discomfort of those who obtain them.

When a girl has been taught by her mother how to house-keep and manage money, this goes far to solve the question of the ways and means of matrimony. Still a proposed or rather proposing husband should have some money, or an assured way of earning it, unless we are to think that mortality is one of the effects of marriage, as a certain servant girl seems to have thought. The lady with whom she last lived, meeting her in the street, said, "Well, Mary, where are you living now?" "Please, ma'am, I'm not living anywhere—I'm married." Some of us who are married have survived the operation, and find that we require something to live upon, and therefore we sympathize with the girl who said, after experiencing a love-in-a-cottage diet, that a kiss and a glass of cold water made but a poor breakfast. It is, however, much better to marry a good and wise man though poor, than a rich fool who will give gilded misery. The best kind of husband is one who is a fortune in himself, and has the ability to make money.

A friend called Barlow was describing to Douglas Jerrold the story of his courtship and marriage: how his wife had been brought up in a convent, and was on the point of taking the veil, when his presence burst upon her enraptured sight. Jerrold listened to the end of the story, and by way of comment said, "Ah! she evidently thought Barlow better than nun." When girls have been given work in the world and an object in life, they do not think that any husband is better than none, and they have not time to imagine themselves in love with the first man who proposes. How often is it the case that people think themselves in love when in fact they are only idle!

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FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES and LONDON.....	{ BANDA E. P. Martin, R.N.E. }	{ About 7th September }	{ Freight only.
YOKOHAMA VIA SHANGHAI, NA- GASAKI & KOBE (Passing through the Inland Sea)	{ CANTON C.F. Lockstone, E.N.R. }	{ About 8th September }	{ Freight or Passage.
SHANGHAI	{ PALAWAN..... J. Chelley, R.N.E. }	{ About 13th September }	{ Freight or Passage.
LONDON, &c.	{ PARRAMATTA R.T. Cook, R.N.E. }	{ Noon, 14th September }	{ See Special Advertisement.

For Further Particulars, apply to
H. A. RITCHIE,

Hongkong, 18th August, 1901.

~~SHIPPING~~

ARRIVAL.

Aug. 30. GLENVALLEY, British str., 1,434.
Bainbridge, Soembaya via Singapore 18th
August, Sugar.—CHINESE.

Aug. 30. JEFFER, British str., 2,194, J.
Reid, Shanghai 27th August, General.—
DOWELL & Co.

Aug. 30. DR. HANS JURG. KLAKE, Norwegian
str., 681, Larsen, Newchwang via Chiao-
23rd August, General.—EAST ASIATIC
TRADING CO. LD.

Aug. 31. DAYHREAK, British str., 700, Brit-
Shanghai 28th August, General.—CHINESE.

Aug. 31. KUTSANG, British str., 1,495, F. W.
Selby, Java 26th Aug., Sugar.—JARDINE,
MATHESON & Co.

Aug. 31. NANGHANG, British str., 1,062, Fin-
land, Canton 31st August, General.—
BUTTERFIELD & SWIRE.

Aug. 31. GLENBOY, British str., 3,114, Forbes
Selby, Japan 23rd Aug., Coal.—McGREGOR
BROS. & GOW.

Aug. 31. MUTTRA, British steamer, 1,644, D.
Macintyre, R.N.R., Taku 25th August.
Aug. 31. UOANDA, British tramp, 5,366, John
Black, Calcutta 19th August.

Aug. 31. NESS, British steamer, 1,061, Pearl
Mojil 20th August, Coal.—M. B. KATHRA.

Sept. 1. TRIA, British tramp, 3,366, C. Hugli
Taku 26th August.

Sept. 1. EASTERN, British str., 3,360, Winthro-
Ellis, Kobe 27th August, General.—GIR-
LIVINGTON & Co.

Sept. 1. HAILONG, British steamer, 782, I.
Bathurst, Swatow 31st August, General.

DOUGLAS HARRIS & Co.,
Sept. 1, CLAM, British steamer, 2,300, From
Singapore & 24th August. OIL—ARNO.
KALBERG & Co.
Sept. 1, FERNBURG, German ste. 3,284,
Prosch, Bremen 28th July and Singapore
26th Aug. General.—HAMBURG—ARNO.
LINSIE.
Sept. 1, HOIHAO, French ste. 550, Merle
Pakhoi 26th August and Hallow 31st
August.—A. R. MARY.
Sept. 1, LIVE, French steamer, 705, Godin
Haiphong and Kwong-chow-wan 31st Aug.
General.—A. R. MARY.
Sept. 1, MAIZUBU MARY, Japanese ste. 4,
Saitan, Amping 29th August. Amoy 3,
General.—M. B. KAL-
and Swatow 31st, General ste. 1,229, A.
Sept. 1, NANSHAN, British ste. 1,229, A.
Jones, Bangkok 30th August. Ric-
BRADLEY & Co.
Sept. 1, PAKHAN, British ste. 1,235, P.
Ferra, Saigon 27th August. Rice and R-
BRADLEY & Co.
Sept. 1, PATRIA, Danish ste. 1,854, B. Lar-
Moji 25th August. Coal.—BLENCHERS &
Sept. 1, TAYUAN, Chinese ste. 1,429, Dan-
Sydney 1st Aug. August. General.—BUT-
SWIRE.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.

3rd August.

Quangsha, British str. for Shanghai.
Anping, British str. for Shanghai.
Kansu, British str. for Nagasaki.
Kansu, British str. for Bangkok.
Danabek, American str. for Canton.
Dr. H. J. Kner, Dutch str. for Canton.
P. C. C. Kiao, German str. for Singapore.
Pharany, German str. for Bangkok.
Wongkio, German str. for Bangkok.
Ayendae, German str. for Haiphong.
J. Diederichsen, German str. for Heilow.
Drifin Maru, Japanese str. for Heilow.
Kyoto Maru, Japanese str. for Karatsu.
Shirley, British str. for Kachinchoa.
Thales, British str. for Taiwanfoo.

DEPARTURES.

1st August.

NEVADA, British transport, for Taku.
MARSHALL, British str., for Europe.
CHONGSANG, British str., for Canton.
PENALO, British str., for Singapore.
PEARL, American str., for Shanghai.
LYTEMOON, German str., for Canton.
DAIGO MARU, Japanese str., for Tamsui.
DON JUAN DE AUSTRIA, American gunb.
Munila.
ANPING, British str., for Shanghai.
KANAW, British str. for Nagasaki.

TAMBANG, British str., for Bangkok.
 DAYERMAN, American str., for Canton.
 DR. H. J. KIAER, Dutch str., for Canton.
 P. C. C. KLAO, German str., for Singapore.
 PHREANANG, German str., for Bangkok.
 WONG KOI, German str., for Bangkok.

1st September.

APENRADE, German str., for Haiphong.
JACOB DIEDERICHSEN, Ger. str., for Hoikow.
DAIJIN MARU, Japanese str., for Swatow.
KYOTO MARU, Japanese str., for Kuratsu.
CHANGSHA, British str., for Shanghai.
THALES, British str., for Taiwanfoo.
SUDREY, British str., for Kutchintzu.

VESSELS IN DOCK.
30th August.
KOWLOON DOCKS.—Canton River, Victoria.
Georges Valentine.
COSMOPOLITAN DOCK.—Tailor.

SHIPPING REPORTS

The British steamer *Eastern*, from Kobe 27th August, had fine, clear weather and moderate N.E. winds.

The British steamer *Taiyuan*, from Sydney, left port

10th August, had fine weather and light southerly monsoon.
The British steamer *Pekshan*, from Saigon
27th August, had light winds and fine, pleasant weather throughout.
The British steamer *Nanhan*, from Bangkok
28th August, had fine, clear weather and light westerly winds.
The British steamer *Hailong*, from Swatow
31st August, had moderate to light W.W.N.W. winds and fine, cloudy, hazy weather.
Vessels in Swatow—*Cheangchee*, *Beantun*, *Pronto* and *Haimun*.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor
OWNERS will be RESPONSIBLE for a
DEBT contracted by the Officers or the Crew.

of the following Vessels during their stay
Hongkong Harbour:—
I. F. CHAPMAN, American ship, Chapman
Arnhold, Karberg & Co.
L. SCHEFF, American ship, C. S. Kendal
Carlowitz & Co.
SEA WITCH, American ship, Howes.—Ma

VESSLS ON THE BERTH
FOR NAGASAKI AND VLADIVO
TOCK.

THE Steamship
"DAPHNE."
Captain Schipper, will be despatched for
above ports TO-DAY, the 2nd Septem-
ber, at 2 P.M. instead of as previously notified.

This Steamer has superior accommodation
 First Class Passengers.
 For Freight or Passage, apply to
SIEMSEN & CO
 Agents.
 Hongkong 20th August, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, PENANG &

THE Company's Steamship
"SUISANG,"
Captain Tadd, will be despatched as
TOMORROW, the 3rd September, at

For Freight or Passage, apply to
JARDINE, MATHESON & Co.
General Managers.
Hongkong, 28th August, 1901.

FOR SHANGHAI, CHEFOO, YANTUNG,
TOCK; also PORT ARTHUR
if sufficient inducement offers.
THE Steamship
"PROTECTOR"

MORROW, the 3rd September, at 3 p.
For Freight, &c., apply to
SHEWAN, TOMES &
Hongkong, 28th August, 1901.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.		Due
FROM GLASGOW and LIVERPOOL	STEAMERS "PYRRHUS"	On 12th September.
GLASGOW and LIVERPOOL	"ULYSSES"	On 12th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th September.

HOMEWARDS.		TO SAIL
LONDON	STEAMERS "STENTOR"	On 3rd September.
LONDON	"IDOMENEUS"	On 17th September.
LONDON	"AJAX"	On 1st October.
LIVERPOOL DIRECT	"ORESTES"	About 15th September.

Hongkong, 29th August, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR		STEAMERS	TO SAIL
TIENSIN	CHINKIANG & SHANGHAI	"NANCHANG"	On 2nd September.
TIENSIN	"KUKIANG"	"KUKIANG"	On 3rd September.
TIENSIN	NAGASAKI, KOBE & MOJI	"FOOCHOW"	On 3rd September.
MANILA	THURSDAY ISLAND, COOK	"TIENSIN"	On 3rd September.
TOWN, CAIRNS, TOWNSVILLE,		* "TAIYUAN"	On 10th September.
BRISBANE, SYDNEY and MEL.			
BOURNE		"TAIYUAN"	On 10th September.

The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 31st August, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

PROPOSED SAILINGS FROM HONGKONG.	
"JUPITER"	About 31st August.
"MOGUL"	21st September.
"KURDISTAN"	12th October.
"SATSUMA"	
"LENNOX"	

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 8th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

The Company's Steamship

"MAIDZURU MARU."

Captain K. Sasaki, will be despatched for the above ports on WEDNESDAY, the 4th September.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on THURSDAY, the 5th September.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th August, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE.

Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

The Steamship

"MOYUNE."

4,846 tons, is due here on 6th September, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 28th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUEME and TRIESTE.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADELAIDE PORTS.)

The Company's Steamship

"CHINA."

Captain A. Levi, will be despatched as above on THURSDAY, the 17th September, P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, 11th July, 1901.

FOR NEW YORK.

THE 3/4 A II American Ship

"MANUEL LLAGUNO"

will lead during September and October, sailing about 25th October.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 11th July, 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.
"DORIC"	TUESDAY, 29th Oct., at Noon.
"PERU"	TUESDAY, 12th Nov., at Noon.

THE O. & O. S.S. Co.'s Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original point of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 31st August, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"ATAKA"

will be despatched for the above port on or about 10th September.

To be followed by the Steamship

"ANAPA"

about 15th October, 1901.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 18th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

The Company's Steamship

"ANPING MARU."

Captain S. Aizumi, will be despatched for the above ports on WEDNESDAY, the 11th September, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Having Established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents.

Hongkong, 25th July, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS, in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION Co.'s fortnightly service between CALCUTTA, SINGAPORE, and CANTON, for CANTON every fortnight.

For Freight and further particulars, apply to DODWELL & CO. LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

VESSELS ON THE BERTH.

VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

The Company's Steamship

"CARINTHIA."

Captain Marochino, will leave for the above place on THURSDAY, the 12th Sept., P.M.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 29th August, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

The Steamship

"PARRAMATTA."

Captain R. T. Cook, R.N.R., carrying His Majesty's Mails, will be despatched from this place on SUNDAY, the 14th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 2nd September, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship

"GLENGYLE."

Captain T. Darke, will be despatched as above on SATURDAY, the 28th September.

For Freight or Passage, apply to MCGREGOR BROS. & GOW.

Hongkong, 28th August, 1901.

FOR NEW YORK.

The 3/4 A II American ship

"L. SCHEPP."

Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to CARLOWITZ & CO.

Hongkong, 18th July 1901.

FOR NEW YORK.

The 3/4 A II American ship

"I. F. CHAPMAN."

having arrived, is now ready to load for the above port, and will have quick despatch.

For Freight, apply to ALAN HOLD, KARBURG & CO.

Hongkong, 12th August, 1901.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer.

"TYDEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 31st instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 4th September will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th September.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

The Company's Steamship

"SUSANG"

having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside Godowns at 8 A.M. on 31st instant.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 28th August, 1901.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

"CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Himalaya and Malta.

From Australia, ex s.s. Britannia.

From Persian Gulf, ex s.s. B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY, 29th inst.

Goods not cleared by the 5th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 28th August, 1901.

STEAMSHIP "INDUS."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, ex s.s. Tigre, and from Bordeaux, ex s.s. Ville de Valenciennes, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, the 28th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 2nd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

F. DE CHAMPMORIN, Acting Agent.

Hongkong, 28th August, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR."

FROM TACOMA, VICTORIA, YOKOHAMA, MOJI, VLADIVOSTOK AND PORT ARTHUR.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL & CO. LIMITED, Agents.

Hongkong, 26th August, 1901.

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. For GENTS' TILES. Prices on Application.

WING CHEONG, Dealers in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES AND CARVED IVORY WARE, FINE SILKS AND GRASSCLOTHS.

General Exporters of ANISEED AND CASSIA OILS, &c., &c., Stock always on Hand. An Inspection is Respectfully Solicited. Note.—We beg to announce that we also Buy all kinds of Junk at Moderate Prices. 1 & 3, D'ARVILLE STREET (Behind Hongkong Dispensary), Hongkong, 18th April, 1901.

YOBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

HOKKAIDO COALMINE AND RAILWAY CO.)

CAPITAL YEN 12,000,000

ANNUAL OUTPUT 800,000 Tons.

PORTS OF EXPORT—OTARU AND MURORAN.

The celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports. OFFICE: MINAMI, IIDAMACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO.

HUGHES & HOUGH, Agents for Hongkong.

NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accept).

No 1 ALBUM (3 Songs, English & Italian).

No 2 ALBUM (3 Songs).

The "LILY" Waltz and "ELIZA" Waltz.

NEW FEATURE Music, including Pocket Edition of the Hongkong Volunteers and POLKA to Peak Residents.

To be had of all MUSIC DEALERS. [23-1]

NOTICE.

THE Undersigned carry in Stock an extensive quantity of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

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